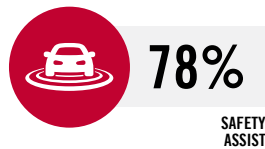
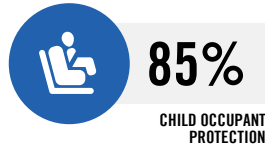
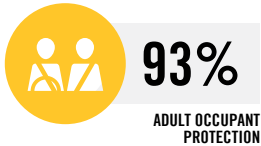


AUDI A6

AUS: AUGUST 2019 - ONWARDS
 NZ: JANUARY 2019 - ONWARDS
 ALL VARIANTS



TESTED
2018



AUDI A6

OVERVIEW

The Audi A6 was introduced in New Zealand in January 2019 and Australia in August 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting for both the first and second row outboard seating positions and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are standard.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

LARGE CAR

AIRBAGS


Dual frontal, side head (1st & 2nd row), side chest (1st & 2nd row)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Audi A6 45 TFSI quattro	4 door sedan	2.0 litre petrol	AWD	✓	-
Audi A6 45 TFSI quattro S line	4 door sedan	2.0 litre petrol	AWD	✓	-
Audi A6 55 TFSI quattro	4 door sedan	3.0 litre petrol	AWD	-	✓
Audi A6 55 TFSI quattro S line	4 door sedan	3.0 litre petrol	AWD	✓	✓
Audi A6 allroad quattro 45 TDI	5 door wagon	3.0 litre diesel	AWD	✓	-
Audi S6 quattro	4 door sedan	2.9 litre petrol	AWD	✓	-
Audi A6 55 TFSI quattro	5 door wagon	3.0 litre petrol	AWD	-	✓
Audi A6 55 TFSI quattro S line	5 door wagon	3.0 litre petrol	AWD	-	✓
Audi A6 55 TDI allroad quattro	5 door wagon	3.0 litre petrol	AWD	-	✓
Audi RS6 quattro	5 door wagon	4.0 litre petrol	AWD	-	✗

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



93%
35.55 POINTS
OUT OF 38

The passenger compartment of the Audi A6 remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver and the lower legs of the passenger. GOOD protection was seen for all other critical body regions.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, while GOOD protection was offered for all other critical body regions.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The low-speed autonomous emergency braking system (AEB - City) showed GOOD performance at low speeds typical of city driving, with collisions avoided in most test scenarios.

FRONTAL OFFSET#	7.31 (out of 8)
FULL WIDTH FRONTAL#	7.53 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.19 (out of 8)
WHIPLASH PROTECTION	1.59 (out of 2)
AEB - City	3.93 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	3.25 pts
Upper legs:	4.00 pts
Lower legs:	3.78 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.38 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.09 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.02 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	2.38 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.21 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.93 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

CHILD OCCUPANT PROTECTION



85%

42.09 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy which was rated as MARGINAL. In the side impact test, protection of both dummies was GOOD and maximum points were scored.

The Audi A6 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position, and one of the convertible seats could not be correctly installed in rearward-facing mode using the ISOFix anchorages. Care is also required when installing a forward facing convertible seat in the centre rear position.

DYNAMIC TEST (FRONT)	14.87 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.22 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)

SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old

10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×*	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

* Standard in New Zealand.

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



85%

42.09 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*


CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



81%
38.93 POINTS
OUT OF 48

The Audi A6 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The A6 was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was mixed, with areas of GOOD and POOR performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed mostly GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	19.00 (out of 24)
UPPER LEG IMPACTS	3.64 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.43 (out of 6)
AEB - Cyclist	4.86 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Audi Pre-Sense Front
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-85 km/h
DESCRIPTION: System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING		Cyclist crossing from kerb		Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
	[Icon: Car with pedestrian crossing towards kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with child running]		[Icon: Car with adult walking]		[Icon: Car with adult walking]		[Icon: Car with cyclist crossing]		[Icon: Car with cyclist travelling]	[Icon: Car with cyclist travelling]
PERFORMANCE	-		GOOD		GOOD		-		GOOD		MARGINAL		GOOD		GOOD	GOOD

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



78%

10.16 POINTS
OUT OF 13

The Audi A6 is fitted with autonomous emergency braking (AEB), lane keep assist (LKA) with emergency lane keeping (ELK) functionality, and a blind spot monitoring system (BSM).

Tests of the AEB system showed GOOD results with collisions avoided or mitigated in most test scenarios.

Tests of LKA functionality showed some GOOD performance, including some of the more critical emergency lane keeping test scenarios, with overall performance classified as ADEQUATE.

A seatbelt reminder system with occupancy detection is fitted to all seating positions and a driver-set speed limiter is standard equipment.

A speed limit information function (SLIF) is not available.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	3.00 (out of 4)
AEB - Interurban	2.91 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Departure Warning
OPERATIONAL FROM: 65-250 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	GOOD	-	-	-	-	-	GOOD	GOOD
		ADEQUATE						

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO		Dashed Line				Solid Line				Road Edge	
PERFORMANCE		GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	-	-
		ADEQUATE									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



78%

10.16 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Audi Pre-Sense Front
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-250 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)																																							
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>PASS</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	PASS																																		
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FORWARD COLLISION WARNING (FCW)																																							
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="10">PERFORMANCE: GOOD</td> </tr> </tbody> </table>	Driving towards a stationary car					Driving towards a slower moving car															PERFORMANCE: GOOD																	
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AUTONOMOUS EMERGENCY BRAKING - Interurban																																							
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	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car																																		
12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																																				
PERFORMANCE: GOOD																																							

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	●	●
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	●	●
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	✗	✗
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	●	●
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Third row seats optional.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Audi A6 40 TDI Sportline 4x2 LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	4 door sedan
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	July 2019
RATING UPDATED	May 2020